

Message Text

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ACTION EB-07

INFO OCT-01 EUR-12 ISO-00 MC-01 CAB-02 CIAE-00 COME-00

DODE-00 DOTE-00 INR-07 NSAE-00 RSC-01 FAA-00 L-02

OES-03 CEQ-01 EPA-01 /038 W
----- 012672

R 131810Z JAN 75

FM AMEMBASSY PARIS

TO SECSTATE WASHDC 5818

INFO AMEMBASSY LONDON

FAA BRUSSELS

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E. O. 11652: N/A

TAGS: EAIR, SENV, FR, UK

SUBJECT: CIVAIR: CONCORDE

REF: LONDON 0365

1. WHILE EMBASSY IS DESIROUS OF RECEIVING ADVANCE NOTICE AND FULLEST POSSIBLE GUIDANCE PRIOR RELEASE OF NPRM ON SST NOISE LEVEL AND PUBLICATION OF CIAP REPORT, WE WONDER WHETHER SPECIAL BRIEFINGS AS SUGGESTED REFTEL ARE NECESSARY AT THIS STAGE.

2. FRENCH HAVE BEEN COOPERATING CLOSELY WITH DOT IN CIAP EXERCISE FROM THE OUTSET. UNLESS CONCLUSIONS OF CIAP REPORT ARE RADICALLY DIFFERENT FROM WHAT DR. GROBECKER OF DOT OUTLINED TO US LAST AUGUST WHEN HE WAS HERE TO DISCUSS THE TENTATIVE CONCLUSIONS WITH THE FRENCH (SEE OUR MEMO OF AUG. 21 POUCHED DEPT. AND LONDON), WE DOUBT THAT PUBLICATION WILL HAVE ANY SIGNIFICANT IMPACT IN FRANCE.

3. AS FOR NPRM ON SST/SIE, WE ASSUME THAT FRENCH AND BRITISH GOVERNMENT AND INDUSTRY REPS CONCERNED

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WITH CONCORDE PROGRAM HAVE CONTINUED TO KEEP IN

TOUCH INFORMALLY AT WORKING LEVEL WITH INTERESTED WASHINGTON AGENCIES AND ARE PROBABLY FAIRLY WELL INFORMED. PENDING GUIDANCE WILL BE HELPFUL WHEN RECEIVED, SINCE WE ARE UNAWARE OF WHAT MIGHT BE ENVISAGED AS MAXIMUM PERMISSIBLE NOISE LEVEL FOR SST'S, UNDER WHAT CONDITIONS OF OPERATION, AND AS OF WHAT EFFECTIVE DATE. IF NPRM DOES NOT SIMPLY EXTEND FAR 36 STANDARDS FOR SUBSONIC AIRCRAFT TO SST'S BUT MAKES SOME ALLOWANCE FOR DIFFERENT TECHNOLOGICAL DEMANDS IMPOSED BY SST FLIGHT AND FOR CURRENT STATE OF THE ART IN DESIGN OF SST AIRCRAFT AND POWERPLANTS, THEN PERHAPS FRENCH AND BRITISH CAN LIVE WITH IT AND WE HAVE NO SERIOUS PROBLEM. IF, ON THE OTHER HAND, NOISE STANDARDS PROPOSED FOR SST'S ARE SO STRINGENT AS TO MAKE IT WELL NIGH IMPOSSIBLE FOR CONCORDE TO COMPLY, THUS JEOPARDIZING THE WHOLE COMMERCIAL FUTURE OF CONCORDE BY IMPOSING A FEDERAL BARRIER TO SERVICE TO US CITIES, THEN WE SHALL BE FACED WITH A FULL-BLOWN POLITICAL PROBLEM THAT IS LIKELY TO COMMAND PROMPT ATTENTION AT THE HIGHEST LEVELS OF THE FRENCH GOVERNMENT. WE AWAIT RECEIPT OF THE DEPT.'S TELEGRAM ON THE STATUS OF THE NPRM ON SST NOISE BEFORE COMMENTING FURTHER.

4. THERE IS ONE RELATED POINT ON WHICH WE WOULD ALSO APPRECIATE SOME CLARIFICATION. WE ARE UNCLEAR AS TO THE COMPATIBILITY OF LOCAL AND/OR NATIONAL REGULATION ON THE ONE HAND AND INTERNATIONAL OBLIGATIONS AS LAID DOWN IN US-FRANCE CIVAIR BILATERAL AND CHICAGO CONVENTION ON THE OTHER HAND INSOFAR AS CONCERNS US ABILITY TO INFLUENCE BY INDIRECT MEANS CHOICE OF EQUIPMENT WHICH DESIGNATED FOREIGN AIR CARRIER USES IN EXPLOITING ROUTE FOR WHICH TRAFFIC RIGHTS HAVE BEEN GRANTED BY US.
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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, REPORTS, AIRCRAFT NOISE, LAW
Control Number: n/a
Copy: SINGLE
Draft Date: 13 JAN 1975
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: GolinoFR
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1975PARIS00995
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D750012-1102
From: PARIS
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1975/newtext/t19750157/aaaabxvf.tel
Line Count: 96
Locator: TEXT ON-LINE, ON MICROFILM
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: 75 LONDON 0365
Review Action: RELEASED, APPROVED
Review Authority: GolinoFR
Review Comment: n/a
Review Content Flags:
Review Date: 16 APR 2003
Review Event:
Review Exemptions: n/a
Review History: RELEASED <16 APR 2003 by MartinML>; APPROVED <17 APR 2003 by GolinoFR>
Review Markings:

Margaret P. Grafeld
Declassified/Released
US Department of State
EO Systematic Review
05 JUL 2006

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR: CONCORDE
TAGS: EAIR, SENV, FR, UK, CONCORDE
To: STATE
Type: TE
Markings: Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 05 JUL 2006